

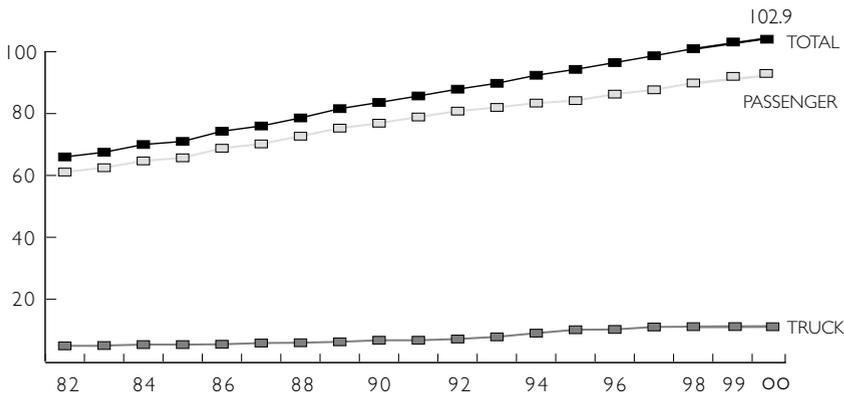
DEPARTMENT PROGRAMS AND FY 2001 HIGHLIGHTS

HIGHWAYS OVERVIEW

Illinois' 139,766-mile network of state and local roads is the third largest in the nation. Nearly 17,000 miles of the roads are under the state's jurisdiction. Of the 26,000 bridges in Illinois, 8,000 are on the state system.

The state highway system is the most heavily used. In 2000, the most recent year for which traffic volume data is available, Illinois' highway network carried nearly 103 billion vehicle miles of travel. Two-thirds of that traffic moved on the state highway system that constitutes only 12 percent of the total road miles and 30 percent of all bridges.

AVERAGE VEHICLE MILES TRAVELED (AVMT) BY AUTOS AND TRUCKS IN ILLINOIS 1982–2000 IN BILLIONS OF MILES



The state also has the third largest interstate highway system, including three of the nation's five transcontinental routes that carry the most commercial vehicle traffic. Illinois' interstate highways account for about 2 percent of all road miles but carry 28% of all traffic in the state.

2000 STATEWIDE MILEAGE AND TRAVEL

Road Functional Classification	Mileage	Daily Total Vehicle Miles	Daily Vehicle Miles per Mile
Interstate, Rural	1,520	28,466,184	18,728
Interstate, Urban	650	51,067,858	78,566
Other, Rural	25,113	45,485,363	1,811
Other, Urban	10,484	123,759,918	11,805
Local, Rural	76,477	10,509,225	137
Local, Urban	25,522	21,957,548	860
STATE TOTAL	139,766	281,246,096	2,012

Illinois Travel Statistics 2000

Each spring, the Governor presents members of the General Assembly and the public an updated investment program for transportation. The program lists projects that IDOT intends to accomplish in the next five years within projected funding.

The table shows that urban highways are much more congested than rural roads. That high traffic flow also contributes to faster deterioration of roads in urban areas.

CAPITAL INVESTMENT PRIORITIES

In planning how to use state and federal funding for capital improvements, IDOT developed the following priority list:

PRIORITY 1: PRESERVATION AND MODERNIZATION of the interstate highway system.

PRIORITY 2: PRESERVATION AND MODERNIZATION of Illinois state highways.

PRIORITY 3: EXPANSION/ADD LANES improvements to reduce congestion.

PRIORITY 4: CONSTRUCTION of new principal arterial routes to enhance economic development.

Repairing and modernizing Illinois' interstate highways is the state's top capital investment priority because they represent lifelines of the economy. Interstate highways are particularly critical for commercial transportation in Illinois. More than 50 percent of all goods that are shipped on highways move on the interstate system. In addition to their heavy use, Illinois' interstates are among the oldest in the nation. That combination increases and accelerates rehabilitation needs.

OPERATIONS PRIORITIES

In allocating resources for handling key operations, IDOT's operations priorities include the following:

PRIORITY 1: SNOW AND ICE CONTROL on the state's 42,000 lane miles of road.

PRIORITY 2: ROADWAY MAINTENANCE on a 24-hour basis.

PRIORITY 3: TRAFFIC MANAGEMENT— includes signal maintenance to Emergency Traffic Patrol.

PRIORITY 4: EMERGENCY RESPONSE during disasters.

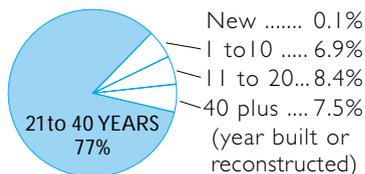
PRIORITY 5: ROADSIDE MANAGEMENT and services — mowing, litter pickup and rest areas.

MOST HIGHWAYS NEED TO BE REHABILITATED

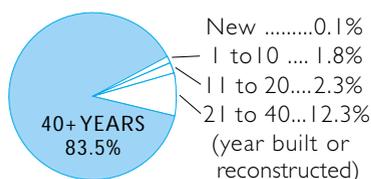
As the chart shows, nearly 85 percent of the interstate system is now at least 21 years old, whether newly built or reconstructed — past the 20-year design cycle when major rehabilitation and upgrades may be needed.

The non-interstate highway system has an even higher percentage of roads built or reconstructed more than 20 years ago - nearly 96 percent, as shown in the chart.

AGE OF ILLINOIS INTERSTATE SYSTEM IN 2000



AGE OF ILLINOIS NON-INTERSTATE SYSTEM IN 2000



FY 2001 HIGHLIGHTS

In FY 2001, the highway program included \$2.3 billion in federal, state and local matching funds, with more than 98 percent allocated for preserving the existing systems of highways and bridges. The investment supported more than 55,000 private sector jobs in the construction highway industry and improved 1,659 miles of road and 295 bridges.

Major accomplishments during FY 2001:

HIGHWAY CONSTRUCTION PROJECTS:

1 I-290/I-294/I-88 Interchange (Hillside Bottleneck) in Western Cook County. Continued reconstructing three interstate highways that converge into one lane eastbound in Hillside. Governor George Ryan put the multi-year Illinois FIRST project on a fast track schedule to untangle one of the worst bottlenecks in northeastern Illinois. In FY 2001, major work budgeted for \$37 million included: bridge replacement, addition of auxiliary lanes, ramp widening, interchange reconstruction, lighting, bridge removal and demolition, and bridge widening from I-88 (East -West Tollway) to U.S. 12/20/45 in Hillside.

2 U.S. 45 (Lake Avenue) from Illinois 137 (Buckley Road) to Illinois 176 (Maple Road) in Libertyville & Mundelein (Lake County). Began constructing additional lanes, modernizing traffic signals, and improving the signal timing/progression at a cost of \$14.8 million.

3 Cicero Avenue (Illinois 50) at 127th Street and I-294 (Cook County). Continued reconstructing interchange and rehabilitating bridge and lighting at a cost of \$18.4 million.

4 Illinois 59 from 111th Street in Naperville to 143rd Street in Plainfield (Will County). Began funding construction work that will add lanes, install signals and noise barriers, improve the signal timing/progression, and conduct intersection work at a cost of \$19.5 million.

5 Illinois 1 (Dixie Highway) from south of 16th Street to Union Avenue in Chicago Heights, Steiger, and Crete (Cook and Will counties). Began widening and resurfacing the highway, improving a railroad crossing, adding lighting, modernizing traffic signals, and improving an intersection at a cost of \$10.2 million.

6 U.S. 52/Illinois 2/Illinois 26 (Galena Avenue) at the Rock River in Dixon (Lee County). Began replacing bridge, improving the intersection, adding turn lanes, and modernizing traffic signals for an initial cost of \$17.3 million. This multi-year project is scheduled for completion in 2003.

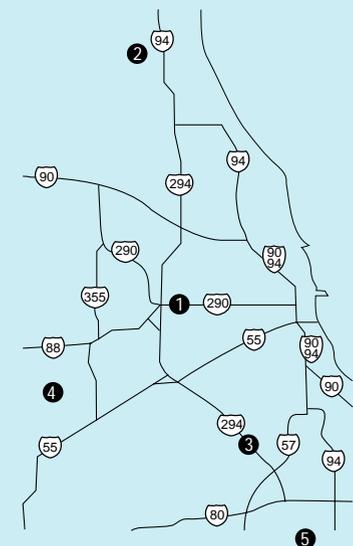
7 I-74 at the Rock River in Moline (Rock Island County). Began reconstructing the interstate from U.S. 6 to Illinois 5, including the replacement of six structures at an initial cost of \$30 million. This multi-year project is scheduled for completion in 2004.

8 I-80 from east of Morris to the Will County line (Kendall and Grundy counties). Began reconstructing Interstate 80. Work includes completely removing and replacing the west-bound roadway and bridges and improving lighting and rest area. This multi-year project is estimated to cost \$37.4 million.

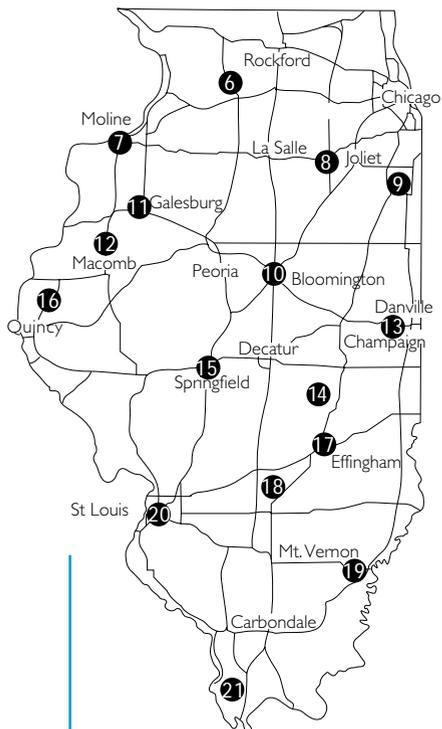
FY 2001 PROGRAM FUNDING

SOURCE	AMOUNT
Federal	\$851,000,000
State	\$1,383,000,000
Local	\$66,000,000
TOTAL	\$2,300,000,000

CHICAGO AREA PROJECTS



STATEWIDE PROJECTS



9 Illinois 17 (Court Street) bridge over the Kankakee River (Kankakee County). Began reconstructing the Court Street Bridge in Kankakee. Work includes complete staged removal and replacement of this structure, providing three travel lanes in each direction. Additional work includes improving intersection signals, improving roadway lighting, and making enhancements in adjacent Bird Park. This multi-year project is estimated to cost \$11.7 million.

10 I-55/74 to Illinois 9 [Market Street] (McLean County). Began reconstructing Interstate 55/74 southwest of Bloomington. Work includes completely removing and replacing the roadway and bridges, providing three travel lanes in each direction. This multi-year project is estimated to cost \$24.0 million.

11 U.S. 150 (North Henderson Street) from Carl Sandburg Drive to Main Street in Galesburg (Knox County). Worked on adding lanes, reconstruction, intersection improvement and storm sewer at a cost of \$ 19.3 million.

12 U.S. 67 Bypass from north of Roseville to south of Roseville (Warren County). Worked on paving, grading and intersection reconstruction at a cost of \$17.8 million.

13 I-74 from East of St. Joseph to east of U.S. 150. Began work on resurfacing, underdrains, roadside safety items, ramp repair and bridge removal/demolition on 15.87 miles at a cost of \$12.0 million.

14 I-57 from the Effingham County line to U.S. 45 at Mattoon. Began work on resurfacing, underdrains, and roadside safety items on 11.26 miles at a cost of \$7.2 million.

15 I-55 Lake Springfield Bridge from East Lake Drive to south of I-72. Began replacing bridge and adding 3rd lane, resurfacing Interstate 55 and expanding shoulders, and widening the Toronto Road overpass at a cost of \$36.4 million.

16 U.S. 136/Illinois 336 from Adams County line to one mile north of Illinois 94. Began paving and grading work at a cost of \$14.3 million.

17 I-70 from U.S. 45 east to the Cumberland County line (Effingham County). Started rehabilitating bridge and resurfacing on I-70 at a cost of \$6.5 million.

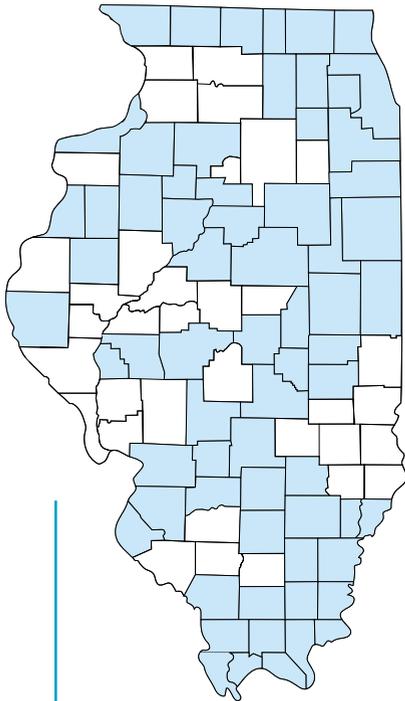
18 I- 57 from south of Salem to the Fayette/Marion County line (Marion County). Completed rehabilitating 15 structures and 19 miles of pavement at a cost of \$10.1 million.

19 I-64 between Illinois 242 and Grayville (Wayne and White counties). Completed rehabilitating 21 structures and 19 miles of pavement at a cost of \$18.5 million.

20 I-55 & I-70 from 2.2 miles west of Madison County line to Canton Creek (St. Clair & Madison counties). Worked on resurfacing, bridge deck overlay and bridge repair at a cost of \$7.9 million.

21 Illinois 127 from Jonesboro Square to Illinois 3 (Union and Alexander counties). Worked on widening and resurfacing, bridge deck repairs and bridge deck waterproofing at a cost of \$9.3 million.

■ COUNTIES WHERE TRANSIT SYSTEMS OPERATED IN FY 2001



PUBLIC TRANSPORTATION OVERVIEW

Northeastern Illinois has the second largest combined transit system in the nation, while downstate urban transit systems provide service in southwestern Illinois, nine metropolitan areas, and 30 rural and small urban areas. (See map.) Transit systems provide service by commuter rail, rapid transit trains, and buses. Smaller, lift-equipped vehicles provide specialized service for the elderly and persons with disabilities in urban and non-urban areas.

Public transportation provides an important means of mobility for many Illinois citizens. In northeastern Illinois and the St. Louis Metro East area, public transportation also plays an important role in relieving traffic congestion. Three transit systems under the Regional Transportation Authority (RTA) in northeastern Illinois carry 95 percent of the approximately 600 million annual public transportation passengers in Illinois.

The department's Division of Public Transportation coordinates the distribution of certain federal grants and of state funds to support transit systems statewide. Federal, state and local funds provide both capital (e.g., infrastructure, facilities and equipment) and operating (e.g., labor, fuel and maintenance) assistance to support public transportation. The federal government provides the bulk of the capital funds while state and local governments finance transit operating expenses not covered by fares.

FY 2001 HIGHLIGHTS

In FY 2001, the transit program allocated \$941.11 million in federal, state and local matching funds for operating assistance, an eight percent increase of \$69 million from FY 2000. The program also allocated \$1.074 billion in capital assistance.

Although suburban travelers in the Chicago metropolitan area primarily rely on the auto for transportation, as shown in the charts on page 19, continuing efforts to encourage commuters to use public transportation are producing results. The RTA, which oversees the Chicago Transit Authority (CTA), Metra and Pace, reported its highest gains in ridership in a decade in 1999. In FY 2001, Metra reported the highest ridership in the recorded history of commuter rail in northeastern Illinois.

The three RTA agencies provided 570 million trips in 2000, a 2 percent increase over 1999, which breaks down as follows: the CTA handled 449.4 million rides, a 1.7 percent increase; Metra suburban trains, 81.8 million rides, a 6.8 percent increase; and Pace suburban buses, 38.7 million rides, a 3.7 percent decrease.

The following charts show in percentages how the Fiscal Year 2001 public transportation program is funded and how those funds are spent:

FY 2001 PROGRAM FUNDING

Operating Assistance		Capital Assistance	
SOURCE	AMOUNT	SOURCE	AMOUNT
Federal	\$10,560,000	Federal	\$602,710,000
State	\$325,820,000	State	\$361,900,000
Local	\$604,730,000	Local	\$109,430,000
Total	\$941,110,000	Total	\$1,074,040,000

Major accomplishments during FY 2001:

NORTHEASTERN ILLINOIS

Chicago Transit Authority—

Blue Line

Entered into funding agreements with federal, state and local agencies to completely reconstruct 6.6 miles of track and structure, upgrade 11 railstations, and replace all electrical, signal and communications systems.

Total estimated cost: \$483 million.

Rapid Transit Cars

Continued the mid-life rehabilitation of 598 rapid transit cars to ensure reliable service through their 30-year life. The rehabilitation involves all structural, electrical, communication, and power systems on the cars.

Total estimated cost: \$342 million.

Articulated Buses

Purchased 79 articulated, fully accessible buses that are extra long and bend in the middle. They are used for routes with large passenger demands and express service. *Total estimated cost: \$33.6 million.*

Chicago/State Subway Station

Completed the renovation and expansion of the Chicago and State station on the Red Line Subway. This station is the sixth busiest on the CTA system and required considerable modernization to accommodate the increased passenger flows. *Total estimated cost: \$32.4 million.*

Metra -

Commuter Rail Cars

Initiated purchase of 300 fully accessible commuter rail cars to replace aging vehicles and provide for expanded services. *Total estimated cost: \$389 million.*

Pace-

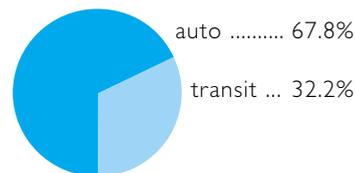
Transit buses

Initiated purchase of up to 125 air-conditioned, fully accessible standard-size buses and up to 25 paratransit vehicles for persons with disabilities.

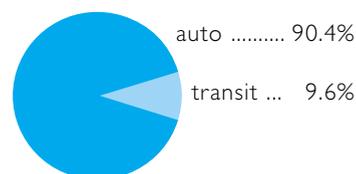
Total estimated cost: \$38 million.

MODES OF TRAVEL IN NORTHEASTERN ILLINOIS

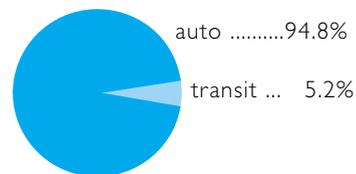
CITY OF CHICAGO



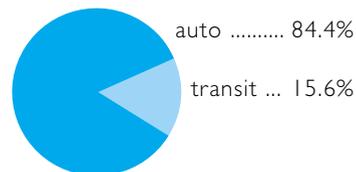
SUBURBAN COOK



COLLAR COUNTIES



TOTAL RTA REGION



SOUTHWESTERN ILLINOIS

Metro East -

MetroLink Light Rail Extension to Belleville Area College

Completed and opened a 17.4-mile extension of the MetroLink light-rail system in St. Clair County from the existing terminus in East St. Louis eastward to the Belleville Area College, including eight new stations. *Total estimated cost: \$339.2 million.*

MetroLink Light Rail Extension to Shiloh-Scott Station

Awarded a grant to the Bi-State Development Agency to extend the MetroLink light rail system 3.5 miles in St. Clair County from the Belleville Area College to Shiloh-Scott Station. *Total estimated cost: \$77 million.*

Transit Buses

Took delivery of 26 fully-accessible, standard, fixed-route buses for general public transportation service. *Total estimated cost: \$6.2 million.*

DOWNSTATE - URBAN

Paratransit Storage Facility

Began the acquisition of land and the design of a paratransit vehicle storage facility for the Rockford Mass Transit District. *Total estimated cost: \$1.25 million.*

Bus Turnaround

Began the construction of a bus turnaround in downtown Kankakee to serve the River Valley Metro Mass Transit District. *Total estimated cost: \$250,000.*

Inter-modal Transit Center

Began construction of an inter-modal transit center in downtown Decatur. *Total estimated cost: \$2.1 million.*

Transit Buses

Began the purchase of 24 fully-accessible, heavy-duty transit buses for general public transportation service in two urbanized areas. *Total estimated cost: \$6.4 million.*



Transit operations are an important part of northeastern Illinois' transportation system.

DOWNSTATE - NON-URBAN

Paratransit Vehicles

Began the production of 79 lift- or ramp-equipped paratransit vehicles for public, not-for-profit, and transit agencies statewide to replace worn-out units. *Total estimated cost: \$4.3 million.*

AIR TRANSPORTATION OVERVIEW

Illinois' airport system is the second largest in the nation and includes one of the world's busiest airports at O'Hare International in Chicago, which served more than 68 million passengers in 2000. Eleven other Illinois airports have scheduled air carrier service. There are currently 118 airports designated for public use and 268 heliports.

In 2001, there were 18,600 registered pilots and 6,300 registered planes engaged in general aviation throughout the state.

South Suburban Airport - Chicago Region

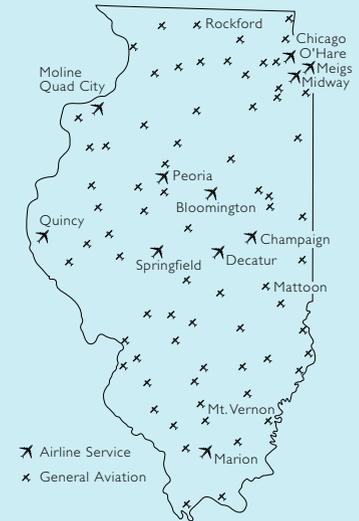
The Federal Aviation Administration (FAA) will complete an Environmental Impact Statement on site approval and land acquisition by spring 2002. A record of decision then will be issued by the FAA. The state, meanwhile, has begun to purchase land for a starter airport in eastern Will County. The General Assembly has authorized \$75 million for this effort.

FY 2001 HIGHLIGHTS

The FY 2001 program included nearly \$127 million in federal, state and local matching funds for improvement projects at airports throughout the state. The funded projects improve the safety and efficiency of the airports and enhance opportunities for economic development in communities throughout the state.

In FY 2001, the department initiated a land loan program in which the state provides low interest loans to local airport sponsors for land acquisition.

AIRPORTS (publicly owned)



FY 2001 PROGRAM FUNDING

SOURCE	AMOUNT
Federal	\$ 93,200,000
State	\$ 16,900,000
Local	\$ 16,900,000
Total	\$127,000,000

Major accomplishments during FY 2001` : (Costs in parentheses)

Runway construction/extensions

Underway at Lansing - Phase 1 (\$2,845,000), Benton - Phase 1 (\$284,700), DeKalb (\$1,940,400), Litchfield (\$2,000,000) and DuPage (\$6,198,100).

Runway rehabilitation

Underway at Palwaukee (\$9,536,800), Kankakee (\$1,772,200), Lacon (\$300,000), Rochelle (\$220,700), and Vandalia (\$321,000).

Taxiway rehabilitation

Constructed at Moline (\$517,200), Springfield (\$2,280,400), Aurora (\$1,833,300), Palwaukee (\$5,071,700), Lawrenceville (\$1,138,000), Olney-Noble (\$171,000), Pittsfield (\$109,700) and Salem (\$100,000).

Safety equipment

Navigational aids and landing equipment installed at Rockford.

RAIL TRANSPORTATION OVERVIEW

Two of the nation's top rail freight gateways are located in Illinois: the largest is in the Chicago region and includes the most extensive network of inter-modal transfer terminals; the other top rail gateway is in the East St. Louis metro area. Illinois' rail freight network has nearly 7,600 miles of track owned and operated by 48 privately owned railroad companies. IDOT's rail freight improvement program focuses on preserving essential rail freight service for communities and shippers faced with potential abandonment of rail lines.

Chicago also is the Midwest hub for Amtrak rail passenger service, with trains on 10 regional and transcontinental routes providing service every weekday to Illinois cities and destinations beyond. The state sponsors supplemental intercity service on those routes - from Chicago to St. Louis, Carbondale and Quincy. In addition, Illinois co-sponsors service, with Wisconsin, between Chicago and Milwaukee. High-speed rail service between Chicago and Springfield also is under development.



Rail projects improve tracks and support freight service.

FY 2001 PROGRAM FUNDING

RAIL PASSENGER PROGRAM		RAIL FREIGHT PROGRAM	
SOURCE	AMOUNT	SOURCE	AMOUNT
Operating Assistance		Federal	\$830,000
State	\$10,220,000	State	\$6,378,000
Capital Assistance		Total	\$7,208,000
State	\$20,100,000		
Federal	\$7,000,000		
Total	\$37,320,000		

FY 2001 HIGHLIGHTS

In Fiscal Year 2001, the rail program allocated \$44.5 million. Of that amount, \$9 million was used to continue inter-city rail passenger service between Chicago and Quincy, Carbondale, and St. Louis. Another \$1.2 million supported service between Chicago and Milwaukee.

A total of \$7.2 million was provided to the rail freight improvement program, which provides grants and low-interest loans for capital improvement projects that are selected for their long-term economic benefits to Illinois. These state grants and loans leverage private investment from participating rail operators and shippers, creating or helping to retain nearly 2,000 jobs during the 1990s.

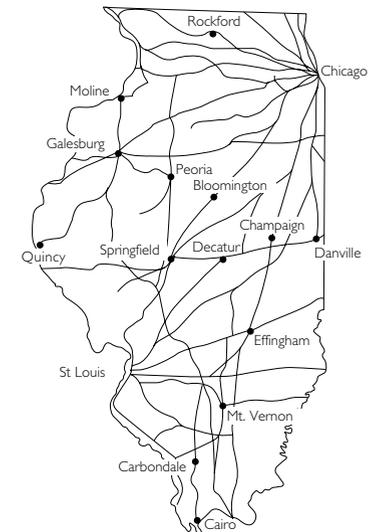
Additional funds were provided in Fiscal Year 2001 to improve rail passenger stations. Work continues on an environmental impact statement for the high speed rail program.

Major accomplishments during FY 2001:

High-speed rail projects completed and under development

- Entered into an agreement with the Union Pacific Railroad to upgrade 120 miles of track and grade crossings on the Chicago - St. Louis corridor between Mazonia and Springfield. Work began in the spring of 2001 and will be completed in the fall of 2002. Along with an advanced train control system, these improvements will allow the maximum speed to be increased from 79 mph to 110 mph.
- Entered into an agreement with Lockheed Martin Corporation to develop the new computer and satellite control system for the advanced train control system.
- Continued work on the environmental impact statement for the Chicago - St. Louis corridor.
- Ended the demonstration project testing the Vehicle Arresting Barrier system at three grade crossing locations, which was unsuccessful.

MAINLINE RAIL SYSTEM



AMTRAK SYSTEM



Promotion of passenger rail service

- Started the downstate Illinois Amtrak getaways - packages with Amtrak tickets, lodging, car rentals and free transportation from the Amtrak station in 11 downstate cities.
- Doubled to 30 the number of bed and breakfast accommodations in Chicago and downstate offering free transportation from an Amtrak station.
- Increased awareness of Enterprise Rent-A-Car's vehicles that are now available in most Illinois cities with Amtrak stops.
- Conducted statewide sales visits and distributed promotional materials to travel agents, chambers of commerce, units of local government, colleges, major employers, libraries and activity centers.

Station improvement projects completed

- Completed construction of new station at Effingham. Cost: \$100,000
- Completed safety improvements of the platform at the Mendota station. Cost: \$14,000
- Completed construction of new platform at the Galesburg station. Cost: \$100,000

Station improvement projects started

- Began platform work and interior improvements to the Macomb station.
- Started construction of a canopy at the Carbondale station.
- Contributed funds for platform reconstruction at the Princeton station.

Rail freight projects completed

During Fiscal Year 2001, six major projects were completed, helping local economies by creating or retaining 55 jobs and leveraging \$52,600,000 in private funds. Projects completed or under construction include:

New track construction (City/town; Railroad; Length; Cost)

- Kenny II; Canadian National Railway/Illinois Central Railroad; 7,711 feet; \$668,013
- Marion East III; CO&E; 806 feet; \$358,200
- Martinsville; CSX; 6,496 feet; \$856,590
- Griggsville; Norfolk Southern; 2,542 feet; \$431,958

Rehabilitation (City/town; Railroad; Length; Cost)

- Peoria; PPU; 3.67 miles; \$1,527,311
- Rock Island and Milan, II; 9.6 miles; \$800,000

Under construction

During FY 2001, four major projects were under construction, helping to create or retain 36 jobs and leveraging \$900,000 in private funds.

NON-MOTORIZED TRANSPORTATION OVERVIEW

Illinois currently has nearly 2,300 miles of on- and off-road bikeways for its estimated two million bicyclists. About 930 miles are located in northeastern Illinois where there is a greater use of bicycles for work and personal commuting. Other urban areas with developing bikeway networks include Rockford, Quad-Cities, Bloomington, Metro-East, Peoria, Champaign and Springfield. In many areas, these networks provide access to public transportation. More than 83,000 miles of the 140,000 miles of Illinois highways, streets and roads are also suitable for bicycling. (Roads not suitable include gravel roads, interstate highways and roads identified as unsafe.)

In addition to 2,300 miles of open bikeways, another 200 miles of bikeways are funded for planning and design or for construction. The following table highlights the various stages of completion of bikeways in Illinois in 2001.



IDOT promotes the use of alternative forms of transportation, such as bicycling, by supporting bicycle trail construction and improvements.

STAGE OF COMPLETION	# OF BIKEWAYS	# OF MILES
Open	103	1,119.60
Open with new construction	39	1,062.80
Funded for construction	46	233.15
Funded for engineering	4	42.9
TOTAL	192	2,458.50

FY 2001 HIGHLIGHTS

The department continued working in Fiscal Year 2001 to encourage the use of bicycles for recreational and health benefits, as well as an alternative mode of commuter transportation, by:

- Providing \$9 million in state and federal grant funds for projects that provide new or improved bicycle and pedestrian transportation improvements;
- Funding new sections of the Grand Illinois Trail in northern Illinois, including the Great River Trail, the Hennepin Canal State Trail, and the Burnham Greenway in Chicago. Projects downstate include the Springfield-Chatham Interurban Trail, and the Lincoln Prairie Trail from Pana to Taylorville that opened in Spring 2001, several other locally sponsored trail projects.
- Reprinting 62,000 regional bike trail maps that are available for free distribution, and
- Providing two free Division of Traffic Safety bicycle safety booklets - *Safe Bicycling in Illinois* and *Kids on Bikes*.

In addition, the department supported pedestrian transportation projects in Fiscal Year 2001 by working with local governments to start or complete sidewalk or transit station safety improvements for pedestrians, including persons with disabilities.

TRAFFIC SAFETY OVERVIEW

The Department continued working in Fiscal Year 2001 to make highway travel safer by:

- analyzing information, including data from about 590,000 crashes, to determine what programs or initiatives would improve traffic safety;
- overseeing safety inspections of school and church buses, as well as commercial vehicles, including trucks and buses;
- conducting motorcycle training classes at 43 sites;
- informing the public about the proper use of child safety seats and seat belts;
- distributing federal funds to local communities to promote safety programs; and
- providing public information materials statewide.



Although motorists have increased their miles driven in Illinois by 60 percent over the past two decades, the fatality rate has been cut in half due, at least in part, to better traffic safety efforts.

FY 2001 HIGHLIGHTS

Major accomplishments during FY 2001:

Low fatality rate

The provisional fatality rate for calendar year 2001 is 1.4 persons killed per 100 million miles driven in Illinois, maintaining the state's lowest rate in history and remaining below the national rate of 1.6. The current low rate is half the rate of just 19 years ago even though the miles traveled have increased 56 percent during that time.

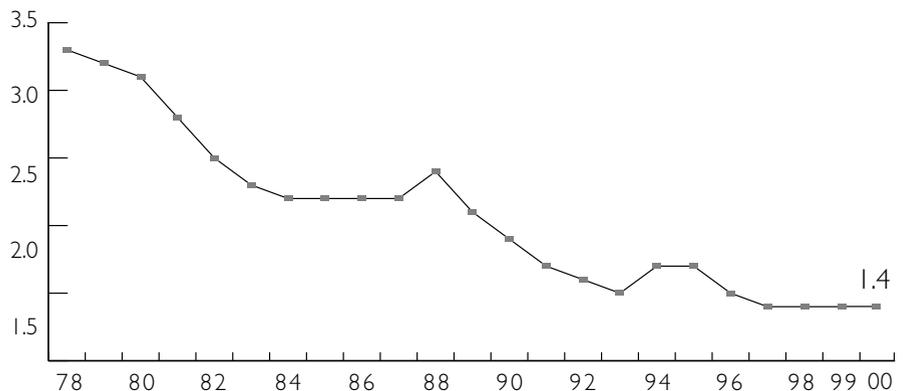
Safety inspections

School and church buses—43,000 semiannual inspections of school buses were conducted by IDOT, while more than 4,000 school buses and 550 church buses received unscheduled inspections. Nearly 500 school bus drivers were trained to perform a thorough school bus pre-trip inspection. More than 10,000 diesel emission inspections were performed.

Motor carriers—A total of 83,812 inspections and 381,600 safety lane inspections were conducted to ensure that commercial vehicles and their drivers comply with safety regulations. A total of 266 compliance reviews were made, with 112 of those carriers inspected receiving civil penalties.

In addition, IDOT conducted five on-site reviews with new and small trucking companies to educate them about motor carrier regulations.

MOTOR VEHICLE FATALITY RATE IN ILLINOIS 1978–2000 PER 100 MILLION VEHICLE MILES TRAVELLED



Hazardous materials transportation—10,361 hazardous materials transportation inspections were reviewed. A total of 2,171 notices of serious violations were reviewed and 191 civil penalties issued. In addition, 729 warning letters were issued.

Motorcycle rider training

More than 9,750 individuals registered for 847 motorcycle training classes at 43 locations statewide. Working with selected state universities, IDOT funds the program yearly from portions of fees for motorcycle license plate registrations and motorcycle drivers licenses.

Child safety seats and seat belts

The department sponsored and coordinated more than 30 Child Passenger Safety Technician Certification courses in 2000. There are now more than 1,200 certified CPS technicians and 40 instructors in Illinois. IDOT also coordinated the distribution of more than 25,000 child safety seats that were provided by the Ford Motor Company. The department also continued to encourage the use of seat belts. According to a July 2001 observational survey of 117,806 front seat occupants at 258 locations statewide, 69 percent of drivers and front seat passengers were restrained, nearly the same as the previous year's rate of 70.2 percent.

A statewide "Click It or Ticket" enforcement and educational campaign continued with the assistance of the Illinois State Police and more than 460 local law enforcement agencies.

The Division of Traffic Safety adopted a more aggressive minority outreach effort within the last year. In addition to the support from Ford Motor Company for the distribution of 25,000 booster seats in this state, Ford funded four 32-hour child safety seat training classes in the under-served rural areas of southern Illinois. Ford also provided seed money to establish the first Hispanic Child Passenger Safety Resource Center on the north side of Chicago.

The division also provided school supplies with a "buckle-up" message to health and safety fairs within the Latino communities and to all Urban League offices and Head Start programs statewide. The division also provided a display focusing on safety seats for children and safety belts for adults at the United States Hispanic Leadership Conference held in Chicago and attended by about 8,500 people.

Other plans include selecting a person from the Chicago Police Department to serve as the minority liaison to diverse populations within the city of Chicago. The officer chosen will provide input on community issues to the statewide safety belt coalition.

PUBLIC INFORMATION AND EDUCATION

About four million publications and materials about air bags, alcohol, occupant and child protection, and other traffic safety issues were distributed statewide.

Training seminars were conducted for law enforcement officials, judges and state's attorneys. Three area briefings were held to inform elected officials, community leaders and representatives from public and private agencies about traffic safety issues.

A major radio advertising campaign targeting part-time safety belt users was started through major radio stations in June 2001 before enhanced law enforcement efforts. Media events were conducted in November 2000 and early 2001 in eight regions of the state.